

COUNTRY Germany (Soviet Zone) REPORT NO. 25X1

TOPIC Brandenburg-Priest Airfield

EVALUATION see below PLACE OBTAINED 25X1

DATE OF CONTENT 1 May to 18 June 1952

DATE OBTAINED 25X1 DATE PREPARED 25X1

REFERENCES 25X1

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

1. Between 1 and 13 May 1952, there was intensive day and night flying at Brandenburg-Priest airfield. The aircraft flew individually and in elements of two. It appeared that practice flying was intensified. Between 13 and 19 May, 19 MiG-15s and 2 single-engine planes were observed at the field. On 13 May between 8:15 and 10:30 a.m. there was intensive air activity in favorable weather. The following take-offs and landings were observed:

Take-Off	Landing		Time Required for Refueling
8:15 a.m.	8:50 a.m.		7 minutes
8:20 "	8:57 "		
8:28 "	9:05 "		
8:29 "	9:06 "		
8:30 "	9:08 "		
8:30 "	9:08 "		6 minutes
8:31 "	9:02 "		
8:33 "	9:10 "		
8:32 "	9:11 "		
8:32 "	9:11 "		
8:34 "	9:13 "		7 minutes
8:35 "	9:15 "		
8:37 "	9:16 "		
9:24 "	10:07 "		
9:31 "	10:08 "		

Flying activity still continued after 10:30 a.m. The numbers on the aircraft were painted red. No special markings were observed. The six alert planes did not participate in flying. Source observed that all aircraft involved in flying were fitted with auxiliary fuel tanks about 50 cm in diameter, which projected beyond the leading edge of the wing by about 10 cm. Motor vehicles observed on the landing field included trucks, 3-02-14 T, closed truck, four MiG-15s. simulated an attack on the Rotscherlinde firing range four times. Detonations like those of bombs were definitely heard. The auxiliary fuel tanks

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carried by the planes were not silvery but gray-green. [REDACTED] (1)

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2. The following air activities and aircraft were observed at the field between 14 May and 16 June:

14 May. There was night flying. At 9:45 p.m., two MiG-15s flew behind each other at an altitude of about 2,000 meters. A searchlight on the rear plane repeatedly flashed up for about 5 seconds and illuminated the plane in front.

19 May. Six alert planes were towed from the east side of the runway to its western side because the wind had shifted.

20 May. At 9:40 a.m., 12 MiG-15s took off in elements of two at short intervals. Flying was practiced until about 3 p.m.

29 May. A MiG-15 took off from and landed at the field at daytime.

30 May. Between 9:20 and 10:03 a.m., a take-off and landing each was made by two MiG-15s [REDACTED]

31 May. Between 12:25 and 1:05 p.m., take-offs and landings were made by MiG-15s [REDACTED] and 966. At 4 p.m., source observed that the alert planes [REDACTED]. Thirteen 25X1

additional MiG-15s were parked on the taxiway.

2 June. At 8:30 p.m., 19 MiG-15s were parked at the taxiway. Eight of them had [REDACTED] while the other 11 were covered with tarpaulins. Between 9 and 11:30 p.m., 12 take-offs and landings were counted.

5 June. Between 10 a.m. and 2 p.m., source observed that 21 MiG-15s approached Rotscherlinde firing range eight to nine times.

7 and 8 June. No air activity was observed. At 10 a.m. on 8 June, 13 MiG-15s and 2 single-engine planes were parked at the field.

10 to 18 June. During that period the occupation was the same as on 8 June.

There was no air activity between 9 and 14 June, except on 12 June between

10:15 and 11 p.m., when four alert planes [REDACTED] 25X1

[REDACTED] took off from and landed at the field.

16 June. There was no flying activity.

3. On 17 June, the following take-offs and landings were observed:

Take-Off	Landing	Remarks
8:17 a.m.	8:45 a.m.	[REDACTED]
8:20 "	8:47 "	
8:22 "	8:48 "	
8:32 a.m.	9:05 "	
8:50 "	9:15 "	
8:55 "	9:19 "	
9:20 "	9:45 "	
9:21 "	9:47 "	
9:22 "	9:48 "	
9:30 "	10:00 "	
9:40 "	10:01 "	
9:50 "	10:17 "	
10:20 "	10:40 "	
12:03 p.m.	12:46 p.m.	
12:45 "	1:10 "	
12:45 "	12:50 "	
1:00 "	1:25 "	
1:00 "	1:20 "	
1:30 "	1:45 "	no refueling but change of pilot
1:10 "	1:30 "	
1:38 "	1:55 "	

The weather was cloudless. Not all take-offs could be observed. Between 10:44 a.m. and 12:30 p.m., source counted another 13 landings which are not included

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in the tabulation. Two aircraft [REDACTED] also participated in flying. Except for four planes [REDACTED] which had small wingtip tanks, all aircraft observed were not fitted with auxiliary fuel tanks. Almost all aircraft were refueled between the landing and the next take-off. Individual planes practiced aerobatics. No flying was observed on 18 June.

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4. On 20 May, source observed 4x37-mm AA guns in the AA gun emplacements near Briest in which 85-mm guns were previously observed. The soldiers of the AA gun emplacement wore black-bordered blue epaulets. [REDACTED] They picked up their ration supply from Goshorden Landesanstalt on a horse-drawn vehicle. The other AA gun emplacements at the field were vacant. On 31 May, the 4x37-mm AA guns were still emplaced near Briest. During the night of 7 June, 12 new trucks [REDACTED] arrived at the AA gun emplacements at Rosenhof. Between 10 and 18 June, the 4x37-mm AA guns were still in their emplacements near Rosenhof. The low wooden buildings near the gun emplacement were occupied by 50 to 60 soldiers who wore black-bordered blue epaulets without insignia. [REDACTED] The 12 trucks were also parked there. Security measures at the field had been considerably intensified. The number of guards who patrolled the field during air activity was increased and camouflaged guard shacks were observed. (2)

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5. The pilots who have been recently observed at the field no longer wear the oak leaves around the Soviet star on their caps, but still a gold border around the visor. Air force soldiers were no longer observed in infantry training. Every morning, about 40 air force soldiers, probably the guard detail, marched from the field to Landesanstalt. Almost every day, 80 sergeant majors and NCOs marched to the field for training activities. A wooden shed, probably a garage, was under construction in Jagen (forest subarea) 24. (3) A new four-wire overhead telephone line was being laid toward the field. This line branched off from the telephone line at the intersection of Plauer Strasse and Richthofen Weg.

6. On 11 June, a one-axle trailer was observed in Jagen (forest subarea) 29 near the switching central. (3) This trailer was no longer observed there on 12 June. (4) On 5 June, motor vehicles [REDACTED] were observed in Rotscherlinde during air activity. Jeep [REDACTED] trucks [REDACTED] and the following vehicles were observed entering and leaving the field: [REDACTED]

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7. Between 10:30 a.m. and 2:30 p.m. on 14 May, 24 jet fighters and 1 single-engine Yak-11 were observed at the field. At 10:40 a.m., a biplane took off from the field. At 1:55 p.m., a jet fighter took off, but its landing was not observed. A type-27 landed at the field at 2:15 p.m. On 21 June, aircraft observed at the field included 6 MiG-15s in the northern section, 7 MiG-15s in the southeastern section, and 1 Yak-11 and 1 biplane in front of the flight control building. Between 3 a.m. and noon, there was no flying activity. Camouflaged dispersal areas were apparently located in the woods in the eastern section of the field.

8. At 1 p.m. on 28 May, a train consisting of four flatcars with side racks, each loaded with a gasoline container, stood at Brandenburg-Altstadt railroad station, coming from Briest airfield, dispatching Unit [REDACTED] The consignee was Unit [REDACTED] in Finsterwalde. (5) On 29 May, the shipment had to return to the spur track at the field because of faulty loading. The train was to be dispatched 24 hours later. (6)

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[REDACTED] Comments.

(1) From the reported color of the alleged auxiliary fuel tanks it is concluded that the aircraft carried bombs and not auxiliary fuel tanks. It was previously observed that the fighter regiment in Wittstock practiced bombing with MIG-15s. Sources frequently confuse the bombs with auxiliary fuel containers.

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(2) The four heavy AA guns were reported by the same source on 15 February 1952. [REDACTED] 25X1

[REDACTED] The replacement of the heavy guns by 8x37-mm guns is reported for the first time. The information that the gun crew wore black-bordered blue epaulets and, thus, were air force soldiers is unusual.

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(3) For location of Jagen, [REDACTED]

(4) According to a sketch submitted by source, the trailer is a generator unit. The sketch is not forwarded.

(5)

[REDACTED]

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(6) The report is of special value since it contains the first observations made at the field since April 1952. It confirms that the field is still occupied by a fighter regiment. The type of training observed agrees with the reports received from the other old fighter regiments of the Twenty-Fourth Air Army.

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[REDACTED]